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DEPARTMENT OF HIGHWAYS & TRANSPORTATION
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June 5, 1984

Roadways Adjacent to the
CIA Headquarters -
Fairfax County

Mr. Harry E. Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

The draft agreement covering traffic management strategies that you left with me on May 21 has been reviewed. The general content of the agreement is satisfactory, however, we have revised and added some sections for clarification.

In lieu of a total peak hour arrival rate of vehicles for the CIA headquarters, we have specified a peak hour arrival and departure rate for each entrance that serves your facility. I feel this is the only way the Department can be assured that additional CIA traffic will not be diverted to one or more of your entrances during peak hour.

If the revised agreement meets with your approval, please have the original prepared and executed and return it to me for execution on the Department's behalf.

I am sending a copy of the revised agreement to Mr. John F. Herrity, Chairman, Fairfax County Board of Supervisors, so he will be advised of the progress we are making regarding your offsite road improvements.

We have reviewed your request regarding the lengthening of the deceleration lane on northbound I-495 and the widening of the exit ramp to eastbound George Washington Memorial Parkway. The CIA study performed by Dewberry and Davis addressed the problems on I-495 between Georgetown Pike and Cabin John Bridge. The problems identified are the traffic movement from westbound parkway to northbound I-495 in the a.m.-p.m. and to southbound I-495 in the p.m. We did not identify any major problems during the morning peak with the traffic movement from northbound I-495 to eastbound parkway.

TRANSPORTATION ...
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The a.m. backups on I-495 northbound are caused by the three lanes on Cabin John Bridge. Once I-495 is widened to eight lanes from the parkway in Virginia to Route 190 in Maryland and the auxiliary lanes between the two parkway interchanges are connected, i.e., five lanes across Cabin John Bridge, these backups should be eliminated. Maryland plans to take bids on June 5 for the widening of Cabin John and it is anticipated the eight laning of I-495 in Maryland and Virginia will take place in the late 1980s.

For your information I am enclosing a layout showing the lengthening of the deceleration lane and the widening of a portion of the exit ramp mentioned above. A rough estimate for these improvements is $500,000. If you plan to finance this construction, please advise so the appropriate agreement can be drawn and plans prepared.

I appreciate the efforts your agency is making to accommodate offsite road improvements in connection with your expansion program.

Sincerely,

Harold C. King

Harold C. King, Commissioner

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